

TITANIC SINKS AND ONLY 868 SAVED OF 2,170 SOULS ON BOARD

Greatest Disaster In History of Seas

If the Loss of Life Approaches
That Feared It Will Prove
Unequaled.

HOPE OF RESCUE OF 1302 MISSING IS ABANDONED

Wm. T. Stead, John Jacob Astor, Maj.
Archie Butt and Benj. Guggenheim
Are Among Those Lost.

Big Leviathan Probably Went Down
Before Passengers all Disembarked,
Carrying Them to Death.

TAFT ORDERS BOATS TO SCENE

More than 1,500 persons, it is feared, sank to death early Monday morning, when within four hours after she crashed into an iceberg, the mammoth White Star Line steamer Titanic, bound from Liverpool to New York on her maiden voyage, went to the bottom off the New Foundland banks.

Of the approximately 2,170 persons on board the giant liner, some of them of world wide prominence, only 868 are known to have been saved. The White Star Line officers in New York while keeping up hope to the last, were free to admit that there had been "horrible loss of life."

Accepting the estimate of the fatality list as accurate the disaster is the greatest in the marine history of the world. Nearest approaching it in magnitude were the disasters to

the steamer Atlantic in 1873, when 574 lives were lost and to La Bourgogne in 1898 with a fatality list of 571. Should it prove that other liners, notably the Allan liners, Parisian and Virginian, known to have been in the vicinity of the Titanic early Monday morning, had picked up other of her passengers, the extent of the calamity would be greatly reduced. This hope no longer remains.

News Came Monday Evening.

News of the sinking of the liner and the terrible loss of life in consequence came early Monday evening with all the greater shock because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not in a sinking condition and that all her passengers had been safely taken off. The mes-

sages were mostly unofficial, however, and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock Monday night there came flashing over the wires from Cape Race, within 400 miles of where the liner had struck the iceberg, word that at 2:20 o'clock Monday morning, three hours and 55 minutes after receiving her death blow, the Titanic had sunk. The news came from the steamer Carpathia, relayed by the White Star Line Olympic and revealed that by the time the Carpathia, outward bound from New York and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

Montreal, Quebec, April 17.—The definite statement that neither the steamer Parisian nor the Virginian succeeded in rescuing any of the Titanic's passengers was made last night by George Hannah, general passenger agent of the Allan Line. "It is believed," Mr. Hannah said, "that the Titanic sank more rapidly than those on board had expected she would do, and that the work of loading the boats and getting the passengers over the side had not been completed when the final plunge occurred."

New York, April 16.—Only a faint hope remains tonight that any of the 1,302 passengers and crew who have been missing since the giant Titanic sank at 2:20 o'clock Monday morning have been picked up by trans-Atlantic liners. The 868 survivors rescued from lifeboats by the Cunard Carpathia, now on her way to this city, are the only known saved.

Meager wireless messages that came to hand last night practically extinguished hope that some of the ill-fated passengers may have been picked up at sea by the steamships Virginian and Parisian of the Allan line. Both of these steamers sent word that they had none of the Titanic's survivors on board.

Of the 868 persons rescued by the Carpathia, the names of 326 passengers had been received by wireless. The Carpathia evidently was out of wireless range toward noon, after that efforts to reach her were futile, and a score or more of messages from the Cunard company and other sources were unanswered.

Captain Rostron of the Carpathia, in his last wireless report to the Cunard company, said his vessel was proceeding slowly through a field of ice to this port.

President Taft late Tuesday afternoon directed the secretary of the navy to order the scout cruisers Salem and Chester to the scene at once from Hampton Roads to meet the Carpathia and send in by wireless to the government a complete list of the Titanic's survivors.

The Chester was caught by a wireless about forty miles off the Chesapeake capes, and by 4 o'clock was steaming northward at twenty knots an hour, aiming to get as quickly as possible into touch with steamers having news bearing on the disaster.

Carefully compiling the available lists, the record of the named survivors of the disaster stands significantly thus:

| | |
|----------|-----|
| Men | 79 |
| Women | 233 |
| Children | 16 |
| Total | 328 |

Of the remaining 540 known survivors, it is estimated that not more than 100 were seamen, required to man the boats. This would leave approximately 440 and in the ordinary proportion of women and children in the steerage, where the passengers in the Titanic's case numbered 710, it seems probable that the greater portion of these 540 were women and their little ones.

Men Were Real Men

Nothing could show more plainly the heroism of the crew and the men

COMMITTEE GETTING BUSY

Uniform Rank W. O. W. Making
Final Arrangements For
Carnival.

MANY FINE SHOWS PROMISED

Next Week Promises to be a
Gala One in Hopkinsville.

The Committee of Uniform Rank W. O. W., arranging for their big carnival next week, are a busy bunch these days, with the detail work for the biggest event of the season at Hopkinsville and consider themselves fortunate in having secured the Bar-koot aggregation for their attraction. This Company is fresh from its triumphs at The Nursery Fund Festival at Nashville, where the attractions were commended in the highest terms by the press and public.

The Uniform Rank and Mr. Bar-koot assure their visitors of a good time, as there will be something doing every minute. The attractions connected with the organization are clean and moral, in every respect—not a single feature, or action being permitted which will offend the most fastidious. It being the manager's pride, that ladies and children may attend any exhibition that he presents, without an escort, being assured of courteous treatment, and the respectful accommodation of every attendant in the company's employ.

The first exhibitions will be given on Monday evening, preceded by a free concert on the streets by the Royal Italian Band, connected with the company. These concerts will be given every afternoon and evening, and will prove a popular feature before the week is old.

We anticipate a jolly week for the W. O. W.

passengers who stood by the doomed ship, facing practically inevitable death, and sent the women and children away in the lifeboats. Some would have to be left. But to all appearances the men who were left stayed behind deliberately, calmly, stepping aside to let the weaker ones, those to whom they owed protection, take their way to safety.

"Sinking by the head. Have cleared boats and filled them with women and children."

This was the final message these brave men sent the world, for it was directly afterwards that their wireless signals sputtered and then stopped altogether.

The picture that inevitably presents itself in view of what is known is of men like John Jacob Astor, master of scores of millions; Benjamin Guggenheim, of the famous family of bankers; Isidor Straus, a merchant prince; Wm. T. Stead, veteran journalist; Major Archibald Butt, soldier; Washington Roebling, noted engineer—of any or all of these men stepping aside and bravely, gallantly, remaining to die that the place he otherwise might have filled could perhaps be taken by some saboteur, shawl enshrouded illiterate and penniless peasant woman of Europe.

Interurbans and Land Values.

As an abstract proposition it is very well recognized that electric railways increase the values of land in their immediate vicinity. Some specific instances of increase along

the line between Louisville and Shelbyville are noted by the New Castle Local as follows:

"Tis Curtis Yager farm, four miles west of Shelbyville, over 200 acres, was sold to Arch Bell at \$190 per acre. It had never before sold for more than \$75 per acre.

"John A. Lee bought the G. Gordon farm, two and one-half miles from Shelbyville, for \$150 an acre. This was an increase of over 100 per cent., for it had never sold for \$75 an acre before.

"The Mathew farm, adjoining the above and three miles from Shelbyville, sold for \$140 an acre, and was soon afterward sold by the purchaser for \$200 an acre. Both deals in the past three months.

"The William Crabster farm, five miles west of Shelbyville, was sold recently to J. H. Maddox at \$125 an acre. It had sold not long before for \$60 odd per acre. Strange to say it has not been very long since this self-same farm sold for \$27 an acre!

"There is another farm of 225 acres four miles west of Shelbyville for which the owner recently refused \$165 an acre. Before the electric road was started the farm sold at \$47 an acre.

"Most of the above farms are in a part of the county where land never before sold as high as \$75 an acre.

"The same marvelous increase in values is noted all along the lines from Shelbyville to Louisville."

The electric railway is a tremendous factor for general prosperity and for public convenience. Now and then there are rural towns which are not strongly disposed to welcome the interurban and in many instances the land owners are not liberal in the matter of granting right of way privileges, but the towns and the land owners alike are standing in their own light when they throw obstacles in the way of beneficial enterprises. An increase, ranging anywhere from 50 to 150 per cent., in the value of land is certainly not to be deplored by any sensible land owner. Kentucky needs more electric railways and the farmers and the residents of the small towns should pull as strongly for them as anybody else when opportunity offers.—Courier Journal.

NIGHT RIDER CASES.
Several Cases Disposed of By
United States Court.

Paducah, Ky., April 17.—The April session of the United States Court was convened Monday morning, and the criminal docket finished that afternoon. A. L. Mitchell, charged with prejury in the damage suit of C. W. Rucker, Police Judge of Eddyville, against Dr. D. A. Amoss and others, was tried and acquitted.

The case against Ed Gray, charged with the same offense, was tried and he also was acquitted. Similar cases against Sam Cash, W. J. Mitchell, Bart Gray and Dr. J. B. Wadlington were continued.

It was alleged that the defendants were members of the organization known as "night riders," and they denied this on the witness stand. In the damage suit of H. M. Oliver against Dr. D. A. Amoss and others for \$35,000 damages, the following defendants were dismissed, having compromised for various sums, not exceeding \$50: John W. Hollowell, Guy S. Dunning, E. E. Wash, C. J. White, R. P. Parker, J. E. Hollowell, F. J. Satterfield, Newt Nichols, W. C. Broadbent, L. S. Dunning, H. C. Dunning and N. E. Nabb.

Originally there were many defendants in this suit, but most of them have settled. Oliver was driven from the State by riders. Court finally adjourned this morning.

We are prepared to do all kinds of high grade job printing. Try us.

MAJOR J. W. BREATHITT DIED TUESDAY

Venerable Soldier and Former
Postmaster Called to His
Reward.

DIED ON HIS NATIVE SOIL.

Long Identified With History
and Prosperity of Hop-
kinsville.

While the news will not create surprise, there will be profound and universal regret over the death Tuesday afternoon of Maj. John W. Breathitt. He had been near to death many times during the winter, but his wonderful constitution caused him to rally and his useful life was prolonged until springtime had clothed the earth with verdure and flowers.

No man who ever lived in Hopkinsville died more lamented. Almost all his life was spent here and the people loved, honored and venerated him.

John W. Breathitt was a native of Hopkinsville and was born in the brick house on the Hopson lot on Main street, torn down last year. He was descended from one of the old and noted families of Kentucky. He was a son of Hon. James Breathitt, Sr., and a nephew of Gov. John Breathitt, after whom Breathitt county was named. His father was born in Virginia and moved first to Logan County and came to Christian in 1814. He was married soon afterwards to Miss Elizabeth S. Short by whom he had three children, a daughter that died in infancy and two sons, Peyton S. and John W. The latter was born Jan. 9, 1825, and his mother died the following year. The elder brother grew to manhood and became a physician and after a few years died in Florida. His father married again in 1830, Miss Gabrielle A. Harvie, of Frankfort, and one son by this union was drowned after reaching manhood. The father died in 1839 and his widow in 1883.

John W. Breathitt was educated in the early schools of Hopkinsville until 1839 and after the death of his father went to North Bend, O., to live with his uncle, John C. Short, completing his education at Kenyon College. He studied law but was never admitted to the bar.

In November 1847 he married Miss Catherine A. Webber, a daughter of Dr. A. Webber, of this city. She died last year. For a time he followed farming and engaged in mercantile business. Sept. 1, 1861, he entered the Union army as Captain of Co. A. Third Kentucky Cavalry. On May 23, 1863, he was promoted to major of the First Battalion, which position he held till the close of the war. He took active part in many engagements, among them Pittsburg Landing, Stone River, Lookout Mountain and Sherman's march to the sea. In 1874 he was elected county clerk of Christian county, which position he held for about 20 years. Later he served a term as county judge of Christian county.

In March, 1898, he was appointed postmaster of Hopkinsville and filled the position for nearly 12 years, resigning about a month before the expiration of his third term, on account of the complete failure of his health. Until a few months before

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